(b) Under the New Industrial Policy announced In July, 1991, 'iron and steel industry' has been exempted from the purview of licensing, except for certain locational restrictions. Thus, an entrepreneur is not required to obtain industrial license under the New Industrial Policy to set up iron and steel plants at any location, save for the restricted locations.

(c) There is no such proposal with the Union Government at present to send an expert team to Gopalpur. The State Government of Orissa have informed that various alternative sites were considered before selecting the present site at Gopalpur which is most suitable for the proposed port-based steel plant.

(d) Does not arise in view of (c) above.

Payment of Dividend

5219. SHRIMATI VASUNDHARA RAJE:

SHRI R. SAMBASIVA RAO:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the payment of dividend has not been made to his Ministry by Air India since 1994-95;

(b) if so, the reasons therefor;

(c) the details of the dividend dues of AI as on 1994-95, 1995-96 and 1996-97; and

(d) the steps taken to recover the dues?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) to (d) Air India is soon likely to pay dividend of Rs. 8.00 crores for the year 1994-95, which it could not pay earlier due to financial crunch. In the years 1995-96 and 1996-97, the company incurred losses and therefore no dividend Is payable.

Air Miss incidents

5220. SHRI E. AHAMED: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of air miss incidents took place on Indian sky since the disaster of air collision of Savoi-Kazak Jumbos near Delhi and details thereof; and

(b) the steps taken by the Government to avoid such incidents?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Ten air-miss incidents have been reported in the Indian skies since the mid-air collision between the two planes on 12.11.96. The details are as follows:

1. Between KLM 807 and UAE 82 on 16.11.96.

2. Between Indian Airlines IC-839 and IAF Boeing-737 on 3.1.97.

3. Between Indian Airlines IC-168 and Air India AI 308 on 4.1.97.

4. Between Alliance Air CD 257 and Jet Air 612 on 9.1.97.

5. Between Lufthansa LHA-761 and an unknown aircraft on 10.1.97.

6. Between Kuwait Airways KAC-365 and Air Lanka ALK-505 on 11.1.97.

7. Between Malayasian Airlines MAS-6125 and Singapore Airlines SIA 422 on 17.1.97.

8. Between Indian Airlines IC-439 and Singapore Airlines SIA-352 on 6.3.97.

9. Between Indian Airlines IC-917 and Singapore Airlines SQ-7536 on 12.3.97.

10. Between Air India AI-305 and United Airlines No. 2 on 2.4.97.

(b) The main steps taken to avoid chances of mid-air collision are: (i) Refresher courses to update professional knowledge of Air Traffic Controllers, (ii) Periodical proficiency checks of Air Traffic Controllers, (iii) Monthly random analysis of ATC tape transcripts to ensure that Air Traffic Controllers use standard phraseology and follow the laid down procedure while giving instruction to aircraft, (iv) Appropriate action against Air Traffic Control Officers (ATCO) involved in ATC incidents, (v) Modernisation of Air Traffic Services at Delhi and Mumbai airport, and (vi) Proper maintenance of navigational communication and landing facilities.

Construction of Railway Quarters

5221. SHRI K. PARASURAMAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway quarters constructed during the last two decades in Madras. Tiruchi and Madurai Divisions;

(b) the number of Railway staff who had applied for quarters in these divisions and are still waiting for allotment for the last 10 years and more; and

(c) when the Government propose to provide quarters to those waiting for such a long period?

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a)

Madras Division:	1746
Tiruchi Division:	1063
Madurai Division:	548

(b) In Madras Division 438, Tiruchi 324 ano in Madurai 41 employees are in the waiting list.

(c) To increase the housing satisfaction of Zonal Railways, increasing allotments are made every year.

Rural Phone Plan

5222. SHRI SANDIPAN THORAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the attention of the Government have been drawn to the news item captioned "Rural Phone Plan hit due to delay in basic services projects" appearing in the 'Business Standard' dated April 24, 1997;

(b) if so, the reaction of the Government to the observations made therein and facts of the matter;

(c) the details of action taken/proposed for effective and timely implementation of Rural Phone Plan; and

(d) the details of revised action plan worked out for Rural Phone, State-wise in general and for Maharashtra in particular, for 1997-98?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Yes, Sir. In National Telecom Policy (NTP), 1994 the Government was having a plan to provide village Public Telephones (VPT) in all the villages alongwith the contribution from the Private Operators of Basic Services. As the participation of Private Operators was delayed, there has been a partial set-back in the provision of Village Public Telephones (VPTs).

(c) The target of Department of Telecom and Private Operators has been taken into consideration and Annual Plan is being updated.

(d) The details are given in the statement enclosed.

Statement

VPT Programme for 1997-98

S. NO.	CIR	Target 96-97	Achieve-ment for 96-97	Villages VPT as on 31.3.97	No. of the uncovered Villages as on 1.4.97	DOT Target 97-98	Pvt. operator target 97-98
1.	A&N	200	75	111	181	181	0
2.	AP	3000	2619	21272	8188	3000	0
3.	AS	2000	1665	7864	14360	4000	0
4.	BH	6000	3526	15569	63639	12000	0
5.	BJ	4000	1505	13923	4202	0	4202
6.	HY	1700	1204	6510	508	508	0
7.	HP	1000	1034	5075	11922	2500	0
8.	JK	600	730	2003	4450	1200	0
9.	KT	3000	4120	17481	9543	3000	0
10.	KL	0	0	1530	0	0	0
11.	MP	7350	7355	35367	36159	5500	5500
12.	MH	5000	4727	26450	13980	3000	0
13.	NE	1000	6400	3136	11061	2000	0
14.	OR	5000	3423	16173	30816	8819	0
15.	PB	4750	3506	12007	1245	1245	0
16.	RJ	6500	5051	17325	20564	5000	0
17.	TN	3200	2608	17038	3158	1000	0
18.	UPE	9000	5702	23394	52068	14000	0
19.	UPW	6300	4000	13907	23119	8000	0
20.	WB	5000	2860	10985	27352	8000	0
21.	DEL	0	0	191	0	0	0
22.	CAL	400	365	421	47	47	0
		75000	56719	267782	336592	83000	9702